Continued from First Page,

his fellow architects have not run out As it stands the edifice is entitled to be styled "the house that Hurley built." He had some assistance, but not a great

Mr. McAdoo, for instance, laid the Mr. Daniels gave a little aid in the interior and exterior decorating. Mr. Wilson looked the rising structure

over occasionally and went away to Eu-rope without saying anything.

But from the time of the cornerstone laying Mr. Hurley has been in complete charge. On the historic occasion re-ferred to he seems to have drawn an inration from Mr. McAdoo's words that

has been with him ever since.

Mr. McAdoo was operating the railroads. It was before the creation of the
Shipping Board, and the Director-Gen-

to have been the Government's policy toward shipping. Our "ploneering" upon the seas, he announced, must in the fu-

That would have boundless resources; That would not be compelled to con-corn itself with dividends to its stock-

cade of that imposing structure Utopia, Unlimited's motto:

"To suffer losses and to sustain them
for an indefinite period."

Standarization of seamen's wages, to
put other nations on a par with the
United States in the cost of manning
their vessels.

Quantity production of mercantile ton-

The words are stamped on practically everything that the "biggest corporation in the world" has done. They are stamped on everything it proposes to do. The lettering is not always decipherable at first glance, but it is there.

Both in deeds and words Mr. Hurley has indicated his belief that the American people will not be happy until one. The state of the carries out of the vestion of the carries out of the vestion of the carries out of the vestion of

has indicated his belief that the American people will not be happy until they have "a vast merchant fleet," second to none. They may not know they need it, but they do. They may not like the price, but forget that. The American laws may make the profitable operation of American his open and the profit of the price. of American ships on a competitive basis impossible—forget that, too. Govern-ment operation—never mind that: just set business for those millions of tons (deadweight) of new ships we are go-Ing to have.

Or, put it in Mr. Hurley's own words

as duly chronicled by an interviewer in Collier's Werkly, who had sought to traw from him some definite announce-ment as to the Government's shipping policy for the future:
"See here, said Mr. Hurley, Govern-

ment ownership or private is not the thing that is bothering me now—nor the La Follette act, nor English competition, nor the competition of any other nation on the face of the earth, nor the ill founded comp'aints of the concrete peo-ple; none of these things is the real, vital problem of the American merchan marine to-day." "What is that real, vital problem? I

Finding the cargoes to fill those ships, snapped the chairman of the United States Shipping Board."

What the People Think.

By the "concrete people" Mr. Hurley, it may be taken, refers to the involuntary shareholders of Utopia, Unlimited—the producers of the "boundless resources" that "can afford to suffer losses and sustain them for an indefinite period." But what are the complaints from this for expelling class which be

riod." But what are the complaints from this far reaching class which he calls "ill founded"? Here are a few that may be among them:

That Mr. Hurley, when questioned on such subjects as the Government's policies on shipping, in which, incidentally, the "concrete people" are interested to the time of \$3.000.000.000 (so far), answers that those are not the things that swers that those are not the things that are bothering him now; that the big thing is to get work for the new ships

That cargoes to fill the new ships are useless unless markets are provided for the goods and that new markets will not be created automatically by a delugo of new tonnage without heed to the laws

of new ionnage without heed to the laws of supply and demand.

That instead of effecting conditions that will aid American shipping the Government is fostering circumstances that may force American ship owners to rettre from business to escape ruin, or to transfer their ships to foreign registry to make profitable operation possible.

That the Administration's failure to amounce anything in the nature of a definite and comprehensive policy toward. definite and comprehensive policy toward the future of shipping has, in addition to unsettling the shipping industry, plunged business generally into a state of uncertainty as to the future of foreign

Drain on Public Purse.

That Government operation of ship-ping at a loss means an indefinite drain upon the public purse for an indefinite

These are a few of the concrete com-plaints heard to-day. To balance them the Government offers abstract theories. Before Mr. Hurley sailed for Europe recently he parried a direct question as to whether he favored Government ownership with a smiling:
"I decline to answer."

But Government ownership and operation are written into many of his pub-lic utterances. Three will serve as typical, and it is significant that in each successive declaration the sentiment was progressively more pronounced. Speak-ing last summer, he said:

Before the war ocean commerce trav elled in bottoms owned and operated by private capital. Now this gigantic mer-chant fleet which we are turning out is

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to be controlled by one central body—the United States of America."

In September he stated:
"We must go out over the world and give to other nations the peaceful service which is the basis of world trade. We must take the lean years with the fat years in shipping, and instead of theorizing about the difficulties and limitations. itations show our determination to keep a merchant marine intact as a basis for commerce in times of peace and a protection in the event of war."

For a Permanent Fleet.

intended now, that this great movemen shall cense when the war is ended." Daniels to put the capstone on the edi-fice of nationalization when, speaking in Philadelphia, October 15, he declared; have only just begun. The Government must continue to build, continue to oper-ste and carry the ever increasing prod-

ucts of our farms and factories to the ends of the earth.
"The only problems we have to solve shipping Board, and the Director-Genderal Board Board, and the Director-Genderal Board Board

of the carrying trade of the world."

Cost of No Consequence.

Here, then, between the lines of the corn theif with dividends to its stocker their could afford to suffer losses and smergency fleet must be made a peace sustain them for an indefinite period; permancy; that the Government must utterances of the Government's own That could afford to suffer issessing them for an indefinite period; sustain them for an indefinite period; That would have but a single purpose build ships and more ships and run them, and that cost is a matter of no consequence. What policies are to be followed to make all these things possible on an economic basis that will Solviously, as it was pointed out, there is but one such interest—the Government of the United States.

Here, then, is the corner stone upon which Mr. Hurley has builded his edities, and upon which the whole rests.

Remove it and the entire elaborate collection of architecture will fall in a ruin.

There has been olack of theories that

But Mr. Hurley clings to his corner stone and to the sentiments attached to it. The casual beholder of Utopia, Unilimited, sees cut in the rose colored facade of that imposing structure. Standarization of seamen's wages, to put other nations on a par with the United States in the cost of manning

sels in a few hours" (apt pneumatics

Staterooms and baths for crews.

Permanent offices in large foreign
shipping and business centres to handle American marine interests.
International cooperation, with a possible division of the world's trade routes among the various nations.

Hitch in Standard Wages.

Mr. Hurley's suggestion for the standardization of wages, made just before he sailed for Europe, received the apthat his mission was to oppose the scheme, that this great movement in the losse when the war is ended."

It remained, however, for Secretary of Sec f labor connected with the shipping of commercial communication siready has begun to relax. With its passing Mr. Hurley's claims of advantages for will fade Utopia, Unlimited's greatest

tition. Even the League of Nations is not looking for that.

Hint of Government Plans, But the projects outlined are only footling affairs compared with the mag num opus of Utopia, Unlimited. Mr Hurley gave a hint of what the rainbow

makers had in view when he said a few months ago: "While it is hardly possible that this Government will ever advocate such rigid supervision over common carriers in peace time as is prevalent in Europe. nevertheless our Government is working on a system of preferential rail rates for through shipments in connection with the development of the American mer chant marine."

Here indeed is a potential basis fo

bubble blowing. Link Government ownership of shipping with Government operation of railroads, throw in Government conducted mails, telephones, tele graphs, aircraft, cables and wireless, and Utopia, Unlimited, would have created a weapon of tremendous economic possibilities; practically every means of trade communication merged in a colossal trust of trusts under Government guid-ance. Here indeed would be a source of

would come nigh to creating a nation of office holders—a pleasing pendant to that vision of a "cooperative commonwealth" drawn for England by Sir Leo Chlozza-Money, formerly Parliamentary Secretary to the Ministry of Shipping.

What the Shipper May Expect. With Utopia, Unlimited's bubble full blown, the Government would be in a position to say to the American shipper: "Export your products in American bottoms and we will give you a preferential rail rate from the point of origin to the roles of shipment by sea. Not only position to say to the American shipper:

"Export your products in American bottoms and we will give you a preferential rail rate from the point of origin to the point of shipment by sea. Not only will you supply cargoes to keep American tonings in active service, but you will be in a position to lay your goods down overseas at lower prices than those who, by reason of shipping in foreign bottoms, must pay the full rail rates."

But the bubble already has shown indications of approaching collapse. Add to Mr. Hurley's preferential rail rates at cost

project of making the University Union in Europe a permanent establishment in addition the union will contribute also to the spread of European culture and its various manifestations in this country so that there will be a fuller underty so that there For a Permanent Fleet.

And in October:

"The United States Government is building a great fleet of merchant ships for permanency. The project to build was conceived in the emergency of war, but it has never been intended, nor is it intended now that this mission was to oppose the bottoms, must pay the following the point of shipment by sea. Not only will you supply cargoes to keep Ameritary and followed of the Seamen's Union can tonnage in active service, but you will be in a position to lay your goods down overseas at lower prices than those but has never been intended, nor is it that his mission was to oppose the bottoms, must pay the full rail rate."

Mr. Hurley's claims of advantages for American shipping through improved systems of production, management and cargo handling would be speedily nullisted by the adoption of similar methods by other countries.

International cooperation would be dependent for its success upon the universal voluntary abandonment of competition. Even the League of Nations is

operation. National control of sources

Many Speakers for Liberty Loan Speakers for the Fifth Liberty Loan are being obtained by E. T. Tomlinson, chairman of publicity for the eight sub-districts of the Second Federal Reserve district. They will include women, re-turned soldiers and well known civic leaders. In each district Mr. Tomlinson has appointed chairmen, all well known publishers or advertising men, who are expected to put on a winning selling ampaign.

Three Bodies Taken Out of Wreek. The bodies of the three men killed in the wreck of a Lehigh Valley freight train on the West Shore connecting line in Jersey City Saturday night were taken from the wreck yesterday after the steel girders of the cars, which the steel girders of the cars, which pinned the men down, had been cut by toetelyne torches. The men were John Crocheron, the engineer, of Front street and Carteret avenue, Jersey City; Edward Ahearn, the conductor of the train, of 511 Jersey avenue, Jersey City, and Chomas Hart, the fireman, of Johnson "Riowing the cargoes out of the ves- l'mitless political potentialities that avenue and Monitor street, Jersey City



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Jolci, Stracciari, Tell. Cond., Polaceso,
sat. Math. "La Traviata" (Galli-Curel,
Jolci, Stracciari, Tell. Cond., Polaceso,
sat. Night, "Faust." (Gall. O'Nullivan,
Journet Cayloska Defrore, Berat CaCharlier
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